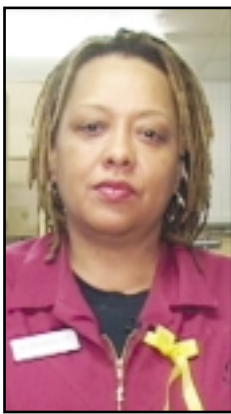




Everybody
loves **PAULA**
See Page B-1

Portion of First
Street to close
See Page A-3
Prayer vigil draws
Team Robins
See Page B-5

Message
to the
TROOPS



Sandra Burnett
Flight kitchen
supply clerk

"I proudly support you.
I have been praying for
you all, and will be happy
to see you back. Thanks
for all the work that you
have done for us, and may
God be with you all."

U.S. Air Force image by Ed Aspera



Shipping them out

■ Logistics Readiness
Squadron processes
thousands of troops

By Lanorris Askew
lanorris.askew@robins.af.mil

Robins mobility operations supporting Operation Iraqi Freedom accomplished in five months what they normally do in two years.

Since November, the 78th Logistics Readiness Squadron has processed more than 10,000 troops and more than 5 million pounds of cargo in support of operations in the Middle East.

The steady stream of deploying troops keeps the staff on their toes.

Capt. Jerame Cohen, installation deployment offi-



Cohen



U.S. Air Force photos by Sue Sapp

Airman 1st Class Julian Urioste hoists cargo onto a conveyor belt. A member of the 78th Logistics Readiness Squadron, he is one of many who ensure deploying troops have everything they need.

cer, said LRS is responsible for training and deploying the 78th Air Base Wing, the 5th Combat Communications Group, the 116th Air Control Wing and the 19th Air Refueling Group.

As troops prepare to support operations in the Middle East, LRS personnel walk them through and ensure they have everything they need.

"We have had troops come through not only from our hosted units but from Army and Marine units as well," he said. "The amount of people who have come through the base in the last few months has been double what the squadron sees in a normal year."

"We have been jumping through hoops to make sure that everything goes smoothly," he said.

When a unit receives an order to deploy, its first stop is to pick up bags in the MOBAGS section of the LRS. Next, the troops are processed through the personnel deployment function, or PDF.

"In the PDF, they have access to chaplains, lawyers and the medical units to take care of any business they need to take care of before they deploy," Cohen said.

The last step is manifesting the passengers. That

See SHIPPING ... Page A-2

Avionics hits milestone, surges 25,000th part

By Warner Robins Air
Logistics Center Office of
Public Affairs

The Avionics Management Directorate recently filled its 25,000th surge requirement since Sept. 11, 2001.

According to Bill Cromer, Avionics Management Directorate deputy director, this was achieved through a total team effort involving close cooperation between both the source of supply and source of repair functions.

"Since the tragedies of September 11, Robins Air

Force Base has been in surge mode," said Cromer. "Surge means we are supplying over and above the usual amount of parts to our customers in the field in support of the global war on terrorism and Operation Iraqi Freedom."

Surge units, are parts coded for repair in support of Joint Chiefs of Staff directed missions. Each surge unit produced fills a need in direct support of the nation's armed forces as they're engaged in combat operations.

The 25,000th item delivered by LY was an arma-

What to know:

The Source of Supply Integrated Product Team members from the Avionics Support Division, Avionics Management Directorate, are: Lynn Ruzic (inventory manager), Dan Reynolds (equipment specialist), Bob Whitley (logistics management specialist), Levern Keels (IPT branch chief), Elizabeth Jones (inventory management supervisor), and Max Rosel (engineer).

The WR-ALC/MAI repair team consists of: Lucious Ambler and Dejeshon Brice (line technicians), Dot Goff (shop scheduler), Steve Mathews (shop planner), Buddy Tharpe (line forman) and Mike Doubleday (MAIBR chief).

ment interface unit. This item is part of the offensive avionics unit on the B-52H

bomber. It was shipped on March 25 to a deployed B-52 unit.

Bob Whitley, Avionics Support Division logistics manager, said the armament interface unit is a critical component of the B-52's primary mission as a long-range, heavy bomber.

"This unit interfaces between the fire control computer and the armament subsystems, which include radar, altimeter, the environmental control unit, the power distribution unit, tail warning subsystems, electronic warfare equipment and armament systems," he explained.

Whitley said the Avionics and Instruments Division of

the Maintenance Directorate is key in repairing the armament interface units for the ASQ-176 offensive avionics system.

According to Cromer, surging 25,000 was a team effort.

"This milestone couldn't have been achieved without the combined efforts of the supply and repair personnel, contractors and the Robins Air Force Base community at large," he said. "The Avionics Management Directorate thanks all who were directly or indirectly involved in this achievement."

Sewage line spill closes Duck Lake

By Faye Williams
Office of Public Affairs

ROBINS AIR FORCE BASE, Ga. — Base officials have closed Duck Lake here as a precaution following discovery of a major sewage spill.

Testing is being conducted to determine sewage levels from the spill, which seeped into the lake over about two weeks.

An estimated 35,000 gallons of raw sewage drained into the lake, which is located near Robins Parkway and Cherry Street. Signs are being posted around the lake warning residents of the problem.

On April 10, a contractor encountered extra water while conducting horizontal drilling and notified the civil engineer utility shop of the possibility that an underground utility line

may have been punctured. A shop crew surveyed the site and, because water in the hole was clear with no odor and no discoloration, in addition to the fact that a week-long rain event was in progress, reasoned the seepage into the hole was ground water. Since the area had received about three inches of rain, the crew decided to let the opening dry out.

When the hole didn't dry after the rains subsided, the contractor contacted the utility shop again on Wednesday. The shop crew had the water in the hole analyzed. The test showed the presence of raw sewage. The civil engineer crew then contained the spill and repaired the sewer pipe late Wednesday. Officials from the 78th Public Health

See SPILL ... Page A-2

C-130 branch gets a special thanks

By Lanorris Askew
lanorris.askew@robins.af.mil

Turning out four aircraft well ahead of schedule, two of which were immediate players in the war against Iraq, has earned the C-130 production branch some time in the spotlight.

Col. Charles Williams, Air Force Special Operations Forces Logistics Group commander, made a special trip to Robins Air Force Base April 21, to thank the team for delivering four accelerated C-130s back to the war fighter well ahead of schedule.

Don Jarzynka, C-130 production branch chief, said they were tasked by AFSOC in late December 2002 to accelerate the four aircraft, including one AC-130H Gunship and three MC-130H Combat Talons, through the programmed depot maintenance process.

"We not only produced the four aircraft ahead of the normal PDM schedule by 166 days, but ahead of the accelerated schedule by 31 days," he said.

According to Jarzynka the feat was no easy task. The C-130 personnel worked long, hard hours to get the job done.

"We gave them a really aggressive accelerated schedule," he said.



U.S. Air Force photo by Sue Sapp

Chris Carrington and Eddie Wright, sheet metal mechanics, install rivets into a C-130 panel. They are part of a team that helped accelerate the production of four C-130s.

"Overtime rose from eight percent to 25 percent over a six-week period when the accelerated process began on Jan. 2."

The last aircraft was completed April 15, and delivered April 17.

"These guys did an awesome job," said Lt. Col. Mike Neeley, C-130 military branch chief. "The neat thing was that it had a direct impact on the war fighter. It's not like they did this, and the war fighter never saw the benefit."

He said some aircraft left Robins and within two days were in Iraq.

One of the main goals was to accelerate the four requested aircraft, while keeping the other aircraft on schedule.

Neeley said during the acceleration process the regular PDM schedule didn't suffer. In fact, he said the process went better.

See C-130 ... Page A-2

SHIPPING

Continued from A-1

means putting their names and weight (including gear) into a computer that produces the aircrafts’ final passenger and cargo lists.

From the manifest site, the troops sit and wait until the plane arrives and they are loaded up along with their cargo. Hope Johnson, manifesteer, said her job is to help compile the list of passengers so every person is accounted for in case of an emergency.

“The job can get a bit hectic sometimes, but I enjoy what I do,” she said. “My son is in the Air Force and will be deploying soon. I like letting the troops know that there are people who support them.” Elaine Brown, a transportation specialist who guides troops through the

mobilization process, said the goodbyes get tough sometimes.

“I have children older than some of these guys,” she said. “Some of them are ready to go and do their job, while some are bewildered and some are scared.”

She said it’s all part of the job, and emotions run high. She recalled one young man giving her a hug and asking her to pray for him while he was away. “This may not be a member of your family, but they are a part of someone’s family,” she said. Cohen said preparation is key.

“We depend a lot on the planning sent down from Headquarters,” he said. “We get plans at least 24 hours in advance to coordinate with the deploying units.”

Alexis Douglas, warehouse inspector, maintains the bags for deployment, and conducts an inventory of them when they are returned.

It’s a very satisfying job,”

What to know:

The mission of the 78th LRS is to deploy and provide direction and control of deployments for 38 Air Force Material Command units and Robins assigned units, which consist of more than 8,000 personnel and 5,000 short tons of equipment.

Robins senior leaders on the move

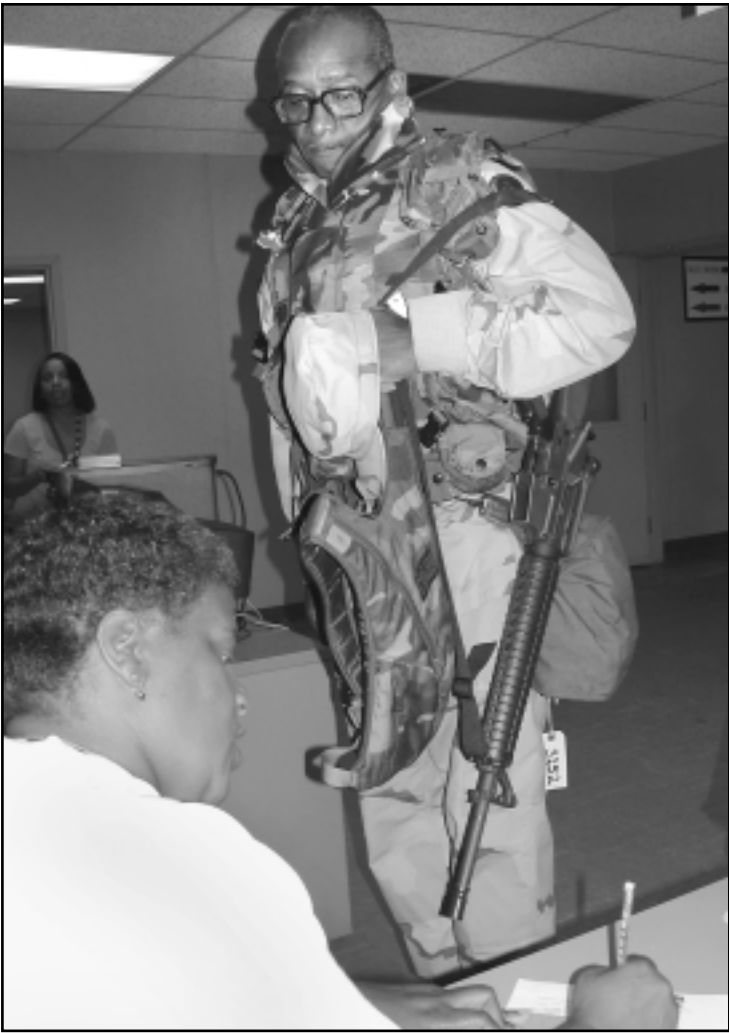
Several senior military leaders at Robins will be on the move this summer.

Col. Tad A. Stanley, 78th Air Base Wing vice commander, retires July 1. He will be replaced by Col. Bruce L. Curry, currently commander of the 4th Air Support Operations Group, Heidelberg, Germany.

Colonel-select Dennis Pearman, chief of the 78th Medical Staff, is being reassigned to Maxwell AFB, Ga. He is being replaced by Col. Andrew Tice Jr., currently

Surgical Services Flight commander at Maxwell AFB, Ga.

Col. David M. King, chief of the Joint Petroleum Office at Fort Belvoir, Va., (a Robins-assigned operating location), is being reassigned to the Pentagon as the Air Force Logistics chief of Materiel Management and Policy. Col. Gary S. Grabulis, chief of the U.S. Air Forces in Europe Logistics Supply Division at Ramstein Air Base, Germany, takes King's job.



U.S. Air Force photo by Sue Sapp

Renelda Perdue, manifesteer, records the weight of a deploying service member with his gear. Nearly 10, 000 troops have processed through the mobility line at Robins during the past several months.

he said. “Knowing that someone’s life may depend on what we do— I feel like I have to give it my all.”

SPILL

Continued from A-1

Flight recommended closing the lake as a health measure. They will continue to monitor and evaluate the situation to assess any potential health risks.

Specialists from the 78th Bioenvironmental Engineering Flight and Environmental Management Directorate collected initial samples for analysis to determine the extent of contamination in the lake and any potential public health hazards.

The test results are pending.

The Georgia Environmental Protection Division was notified of the spill Thursday.

Additional sampling is being conducted to determine the water quality in the lake.

Results of the tests will be used by base officials in managing the availability of the Duck Lake area to the public.

REACHing out to local children

By Lanorris Askew
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Students involved in the Raising Education Achievement for Children Mentoring Program will meet their mentors for a day of sun and fun at the annual REACH appreciation picnic Wednesday.

The event, which will take place at Robins Air Force Base’s Luna Lake from 10 a.m. until 1 p.m., is the finale of the year-long bond forged between students and their mentors.

Laura Davis, REACH program coordinator, said the day will include a variety of activities including horse demonstrations by the Robins Riding Club, competitions between mentor and student teams and a moonwalk. After lunch the group will be entertained by clowns, face painting and more games.

“This event is a way for those in the program to celebrate another great year,” said Davis.

Tech. Sgt. Pat Burke, contracting officer, said a crowd of more than 400 is expected.

“There will also be tons of volunteers, as well as an appearance by base leader-

ship,” he said. “We are going to have a fun-filled day with the kids. The kids should have plenty to do.”

Eagerly anticipated by both mentors

and students, the yearly picnic is a break from the norm. Throughout the year, the mentors work one-on-one with students for an hour each week.

With the efforts going on in the Middle East, the mentors worked doubly hard doing their day jobs and still making sure to have time for the children, according to Davis.

“This is a chance to really show the mentors that we really appreciate what they do,” she said.

Each year the program has expanded to more elementary schools.

Davis said a recruitment drive last year doubled the number of mentors in the program, in turn, doubling the number of children able to participate.



Laura Davis is the REACH program coordinator.

C-130

Continued from A-1

“The acceleration was a huge success, and the regular PDM process is back on track,” he said.

Neeley said Williams’ visit was to show the impact made by getting the aircraft

back to the war fighter.

Others who helped make the process a success were the 339th Flight Test Squadron, the Maintenance Directorate’s Avionics and Instruments Division, the Commodities and Industrial Products Division and the C-130 engineering structure branch.

Publix
56836301

Robins top cop wins Officer of Year award

By Lanorris Askew
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Tech. Sgt. Stan Bell, 78th Security Forces flight trainer and patrol officer was awarded the Public Safety Officer of the Year award by the Warner Robins Chapter of the Benevolent and Protective Order of the Elks during a commander’s call April 22.

Bell, who is an Individual Mobilization Augmentee, said he was called to service after the events of September 11, 2001 and has gladly served ever since.

“I was completely shocked when I was told I had won,” he said. “It’s a deep honor and I appreciate it very much.”

Glenn Tolbert, Elks lodge secretary, said

the award is given each year to a member of the local community who has shown outstanding service in his or her career field.

Nominations come from a pool of law enforcement, fire department and emergency medical technician agency personnel who have been chosen by their peers as standouts in their profession. Nomination packages are compiled by the Elks and submitted to an internal board, which chooses the winner.

“When choosing a winner, we consider a number of things,” said Tolbert. “We look at work ethic, public service after hours, community involvement and total dedication to their job and local community.”

He said the Elks are proud of the job the

78th Security Forces has done.

“We’re proud of the airmen, but most importantly we’re proud of the public servants that these people are.”

Bell said he doesn’t think he does a whole lot on his own. He gives a lot of the credit to his coworkers.

“They get me through,” he said. “I’m nothing without them. I couldn’t be here without them.”

Lt. Col. Mark Papen, 78th Security Forces Squadron commander, said Bell was the right pick.

“He is a great example of the motto, ‘One team, one fight,’” he said.

Lodge President, Mike Bullard presented the award.



U.S. Air Force photo by Sue Sapp
Tech. Sgt. Stan Bell, right, accepts the Public Safety Officer of the Year award from Mike Bullard, Elks lodge president.

LEAN team increases production

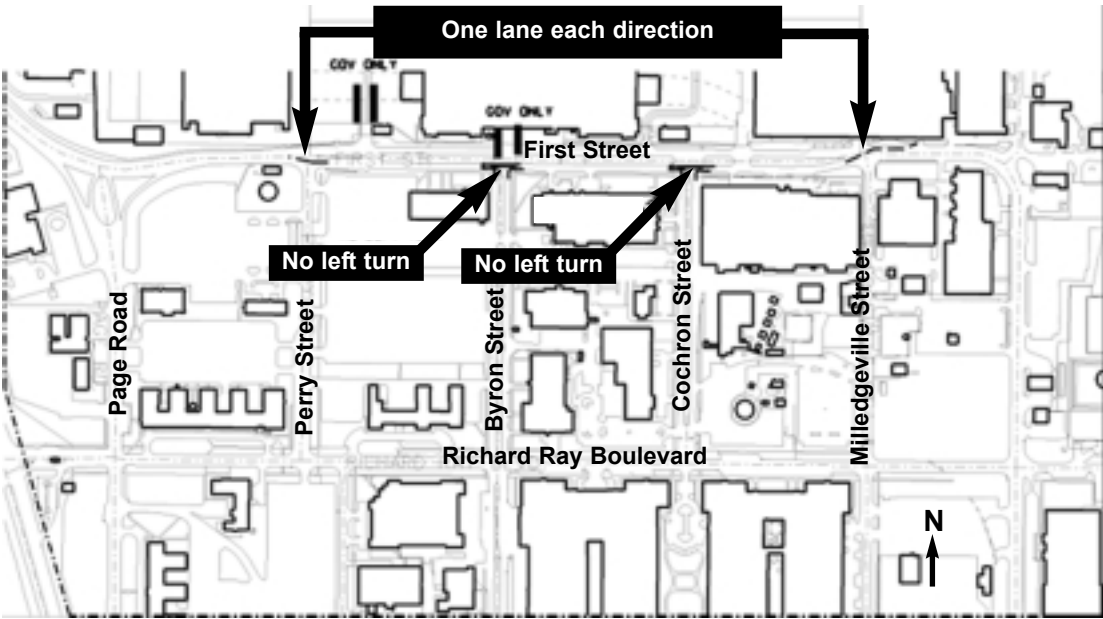


Submitted photo

The Receiver Transmitter Modulator Event Team in the Maintenance Avionics and Instruments Division made changes to their process that have resulted in decreased back orders and increased production. In six months, back orders were decreased by 50 percent and monthly production has increased 100 percent, exceeding all the targets and goals set by the team. Team members, left to right, are Wade Bearden, Jason Davis, Buddy Tharpe and Linda Teal.

Portion of First Street to close

The westbound lanes will be closed May 12-June 23



Map illustration by Angela Trunzo

Due to construction, a partial closure of First Street is necessary. The two westbound lanes on First Street, from Perry Street to Milledgeville Street will be closed from May 12 through June 23. All traffic will be redirected to the two eastbound lanes, one lane each direction. The speed limit on First Street will be reduced to 20 miles per hour during the road closure. Left turns at Byron and Cochran Streets will not be allowed. The distinguished visitor, VIP gate (31) and the Material Control area at building 125 will remain open for Government vehicles and commercial delivery vehicles only. Slow moving vehicles should avoid First Street during peak traffic periods. All pedestrian traffic should avoid construction areas and use designated sidewalks and crosswalks.

Armed forces
56884501

New Dragon Lady still seeks, finds today’s prey

By Sue Baker
Aeronautical Systems Center
Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE, Ohio (AFMCNS) — Upgraded with more than \$1.7 billion in new avionics, engines and sensors at regular intervals throughout its 48-year life-time, the U-2 “Dragon Lady” today still reigns supreme among manned intelligence, reconnaissance and surveillance systems.

She is still a feared bird of prey thanks to a three-way partnership among Aeronautical Systems Center’s Reconnaissance System Program Office experts here and those from Warner Robins Air Logistics Center, Robins Air Force Base, Ga., and Lockheed’s Skunk-Works at Palmdale, Calif.

Even with newer, Unmanned Aerial Vehicles like Global Hawk and Predator — welcomed by increasing numbers of warfighters, and now joining the U-2 in ISR missions during Operation Iraqi Freedom — the Dragon Lady remains unique among Defense Department manned systems, according to Col. Joe Chang, Intelligence, Surveillance and Reconnaissance Directorate director at Warner Robins Air Logistics Center. The directorate manages sustainment of the various sensors and systems onboard the aircraft -- today’s U-2 is significantly different from the one first flown in August 1955, he said.

“The airframe is definitely not the same one flown by Francis Gary Powers over Russia in the 1960s,” Chang said. “It’s 40 percent larger, has modern avionics, improved data-links, better fiber-optic electronics, and new General Electric F-118-101 engine with all-glass cockpit slated for installation on the entire fleet.”

Today’s U-2 also has improved Electro-Optical, Infrared and Synthetic Aperture Radar sensors, Chang explained. “The mission remains the same — we’re just using more

robust, sophisticated technology,” he said. “We still do the same ISR things we used to -- we just do them a lot better.”

Traditionally the U-2 has been known for its ability to capture clear film images of potential enemy areas of interest, which are brought back after mission flights, processed, developed, analyzed and interpreted by intelligence specialists, the colonel said.

“That capability still exists, but has been augmented by the additional, upgraded sensors -- plus the U-2’s ability to download data in real time via satellite to multiple ground stations located around the world, which transmit exploited data directly to war-fighters,” he said.

“The last 10 years have really been the critical time in the life of the U-2,” said Maj. Michael Glaccum, U-2 program manager at Air Combat Command headquarters at Langley Air Force Base, Va. His office is responsible for monitoring system assets and funding improvements.

“The U-2 R model of the late 1960s allowed pilots more room for sensor payloads, plus gave them the ability to fly higher and longer,” Glaccum said. “In the mid-1990s, the U-2S came along with a new, digitally-controlled engine to optimize fuel burn, resulting in better aircraft reliability and endurance.

“When Operation Desert Storm kicked off, the U-2 still was primarily a Cold War platform doing some tactical work,” Glaccum said. “But then it gained exposure as a tactical, integrated platform that worked closely with aircraft engaged in ground operations, as well as providing significant amounts of battlefield imagery to the Army and others on the ground.”

Through the 1990s the Air Force continued to upgrade the U-2’s sensors, elevating its Advanced Synthetic Aperture Radar System, which permits all weather day and night operations, to a higher level, Glaccum said. Experts outfitted its Senior Year Electro-Optical Reconnaissance System with multi-spectral and infrared capabilities and added more classified Radio Frequency capabilities.

While the U-2 office at Warner Robins ALC focuses on sustaining the current fleet of 29 aircraft and five trainer aircraft with an estimated

annual budget of \$650 million, ASC’s U-2 program office provides research and development to improve the system in the future, according to Lt. Col. Bruce Giesige, development systems officer.

“We’re now developing the Dual Data Link System, which will allow the U-2 to ‘feed’ two ground sites simultaneously with wideband data feeds or in two of three modes: air-to-air, air-to-ground, or air-to-satellite,” Giesige said. “It will probably be a year or two before we field this capability, but we think the future of the U-2 program depends on this new ability to beam critical information straight to another platform to dramatically shorten the warfighter’s kill chain.”

Another significant improvement to the U-2 is network-centric collaborative targeting, he said.

“Soon we hope to partner with NCCT — a network of ISR sensors and feeds that will come to a single, integrated source that will manage those pieces of information centrally — as opposed to being spread out among individual aerospace and ground-based systems,” Glaccum said.

“Ultimately, we want to be included with a feed to the MC2A platform, re-designated the E-10,” the major continued. “Imagine a battlefield area, with ground units, lower-flying fighters, strike-type airplanes, and ISR platforms like Joint Stars, AWACS, Rivet Joint and P-3s ringing the battlefield in various places. Then above it all, you have the U-2, able to feed air-to-air platforms and ground stations simultaneously for maximum interoperability.”

Developing direct threat warning for other, nearby aircraft is another U-2 program goal, according to Glaccum.

“We’re working to enable our ground stations to broadcast threat warnings to airplanes in theater that may be within the U-2’s high-altitude line of sight, but not within LOS of another command and control platform or ground station,” he said. “Such a system will take the form of a box installed on the U-2 that permits it to make a direct threat warning input from its ground station and broadcast it to nearby aircraft — significantly improving their survivability during the fog of war.”

According to Bob Becker, U-2 acquisition program man-

ager at ASC, program office experts will soon be fielding an advanced defensive system, the AN/ALQ-221.

“This new system is designed to greatly improve the U-2’s ability to detect and defeat a wider variety of threats, plus show that information on the new glass cockpit display, so the pilot has constant situational awareness,” Becker said.

Another new capability soon for the U-2: Link-16, Glaccum said.

“This will enable threat information to be beamed directly to the cockpit, in more of a machine-to-machine format,” he said.

The new glass cockpit — produced under the Reconnaissance Avionics Maintainability Program to deal with “vanishing vendor” supply issues — is a “complete replacement” of the 1960s-vintage cockpit instruments with three, multi-function, full-color displays, the major said. “These displays put all flight information — plus current status of the engine, avionics, sensors and moving map — right in front of the pilot, which makes it a lot easier to avoid information overload.”

The first RAMP aircraft was delivered to the 9th Reconnaissance Wing at Beale Air Force Base, Calif. — where the U-2 is based — in April 2002, the major said.

“We’ve delivered five RAMP aircraft to date, with one rolling off the Lockheed Skunk-Works production line every two to three months,” he said. “By about 2008 we’ll have the entire U-2 fleet converted to the glass cockpit.”

Remax
57133301

Jimmy
57042403

Let’s talk
57036802

Colonial
57048701

Hi-energy
Fickling
57133001
57149401

Countdown to MSEP continues at Robins

■ Material, production asset control important for Maintenance Directorate's success

By **Holly J. Logan**
holly.logan@robins.af.mil

Proper control of material and production assets is key for the Maintenance Directorate's success in the 2003 Maintenance Standardization Evaluation Program inspection, and Connie Coffee said they're ready for the test.

Coffee, MSEP focal point and head of the material team, said proper management of these areas is essential for the depot to successfully meet MSEP regulations and policies set forth by Air Force Materiel Command instruction.

AFMC instruction prescribes the basic policy for obtaining and controlling materials, and specifies procedures for the System Support Centers or Weapon System Support Centers, which are responsible for managing, maintaining, and controlling the bench and shop stocks, parts, and other material utilized by depot production mechanics.

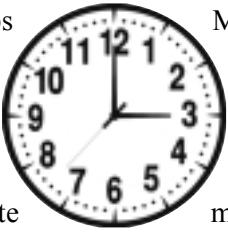
Following proper proce-

dures and maintaining material control can minimize potential problems and lower the cost of resources.

"We cannot afford to have

any major write-ups in this area because it can put us under the scrutiny of audit agencies which can limit our ability to complete future workload," Coffee said.

Although most of the responsibility rests in the hands of the SSG and WSSG, individual mechanics are accountable as well.



Mechanics should order only what is necessary to perform the task at hand, and return any excess parts or materials to their proper location, properly disposing of those items that are used or unserviceable.

Shops are not authorized to have unofficial or mini-bench stock locations that are

not managed on a bench stock detail by the SSC or WSSC. Only mechanics working at a stationary workbench or workstation are authorized to have a two to three day supply of materials. Mechanics working from a tool kit are not authorized to maintain bench stock in the toolkits. However, individual supervisors are responsible for making certain stock levels do not get out of control.

Abiding by these basic requirements and maintaining control of material and production assets, will limit material costs, control the potential for foreign-object damage, and ensure inventory stock levels are accurately maintained.

Editor's Note: Jackie Rozier from the Maintenance Directorate contributed to this article.

Deployed Spouses meeting Tuesday

A deployed spouses' meeting with Maj. Gen. Donald J. Wetekam, Warner Robins Air Logistics Center commander, will be held April 29, from 6:30 to 8 p.m. in the Smith Community Center ballroom.

The Center commander will speak to the attendees for a few minutes about new information and updates, then allow time for questions and answers. Information tables will be set up with subject matter experts from the following activities:

- Financial Management (Military Pay, Benefits and Entitlements; Travel Vouchers)
- Legal Issues (Powers of Attorney, Wills, Leases, miscellaneous)
- Housing (on-base, contract and rental)
- Family Support
- Services (Child & Youth issues, miscellaneous)
- Medical (TRICARE, appointments, special needs)
- Military Personnel Flight (ID cards)
- Chaplain

A corner of the Ballroom will be divided off for school-age children's activities with FSC staff.

For more information, contact the Family Support Center at 926-1256.

It would be most helpful for planning purposes if you would call the Family Support Center to tell us you will be attending.

— From staff reports

Rex

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Two from Hill AFB recover from SARS

By Airman 1st Class Micah Garbarino
Ogden Air Logistics Center
Public Affairs

News from around the Air Force

due to the absence of fever, we monitored the patient for SARS. The tests for SARS are new and, unfortunately, results take a while.”

The second patient was directly handled through the Davis County Public Health Department without incidence, she said.

Both patients are now fully recovered, in good health and have returned to work, Williams said. No one living with the patients has been infected, and no new cases of SARS have been reported from their contacts. Any new cases would probably come from abroad rather than stem from Hill, said Screws.

“There is no risk of spread at Hill or the surrounding community,” said Williams, who praised the Hill clinic and laboratory staff for their vigilance since the outset of SARS worldwide.

The two cases at Hill are the only reported cases of SARS within Air Force Materiel Command, according to Lt. Col. Bill Valko, AFMC Surgeon General clinical services chief at Wright-Patterson Air Force Base, Ohio. He assures everyone that plans are in place to handle them if they develop.

“All our clinical staff across the command are highly aware and attuned to SARS symptoms and have a plan in effect to help people who have been or think they’ve been exposed to the disease,” he said.

SARS is a new disease that has recently been reported in Asia, North America and Europe. According to CDC officials, about 190 cases of SARS had been reported in the United States as of April 13.

Valko offered a few suggestions on how to minimize the chances of contracting the disease. He said people should limit their travel to SARS high-risk areas and if they think they’ve been in contact with someone who may have the disease,

call a health care provider immediately.

He also said limiting your exposure to sick people and “the old standby of washing your hands is always a good measure to take to avoid lots of things.”

“Anyone returning to Hill from high-risk SARS endemic areas, like some Asian countries for example, and having upper respiratory symptoms, will be screened as part of our routine approach to preventing SARS from spreading in Utah,” Williams said.

SARS symptoms include a fever greater than 100.4 degrees Fahrenheit, headaches, an overall feeling of discomfort and body aches, Williams said. Some people also experience mild respiratory symptoms, overall closely mimicking other respiratory infections including the flu.

Screws said anyone with SARS symptoms should consult their primary care physician and report any travel to SARS-related areas or contact with anyone who has displayed symptoms of the disease.

Those who have had direct, close contact with an infected person, or healthcare workers who did not use infection control procedures while treating SARS, are at the greatest risk, said Screws.

CDC officials said there is no indication of “community spread” in the United States at this time. But, President George W. Bush signed an executive order April 4, revising the list of quarantinable communicable diseases to include SARS.

The patient evaluated here was not quarantined or retained because the acute infectious phase of the illness was suffered overseas and the patient presented to us during the recovery phase, said Screws.

“When the patient came to us there was no more signs of fever, and the patient was feeling better,” Screws said. “But, as a precaution and due to our suspicions, we used universal precautions like gloves, masks and temporary isolation.”

For more information on SARS visit the CDC’s Web site at www.cdc.gov or contact your primary care physician.

Some from 653rd return from OIF



Master Sgt. Darrell Brown gets an enthusiastic welcome from wife Beverly. Several members of the 653rd CLSS returned to Robins April 19. The group was deployed Feb. 8 in support of Operation Iraqi Freedom.



Clockwise from upper left:

2nd Lt. Will Fowler said he was thrilled to see grass after months in the desert.

Tech. Sgt. Brad Wingert gets a hug from fellow 653rd member Staff Sgt. Connie Frick.

Staff Sgt. Connie Frick gets a kiss from husband Scott.

B-52 Litening II pod used in combat

By Air Force Print News

OPERATION IRAQI FREEDOM — For the first time in combat history, a B-52 Stratofortress used a Litening II targeting pod to strike targets at an airfield in northern Iraq on April 11, according to officials at the U.S. Central Command’s combined air operations center.

Using the Litening II system, a crew of reservists from the 93rd Bomb Squadron at Barksdale Air Force Base, La., and active-duty airmen from the 23rd BS at Minot Air Force Base, N.D., flew the bomber from a forward-deployed location and dropped one laser-guided GBU-12 Paveway II munition on a radar complex and another on a command complex at the airfield, officials said.

The Litening II pod provides real-time images, greatly increasing an aircrew’s flexibility to identify targets in a continually-changing battlefield environment.

The pod then allows the B-52 radar-navigator to designate the targets and direct laser-guided weapons without having to rely on another aircraft or person on the ground to “paint” the target with a separate laser designator.

Team Robins supports the war fighter:

The Litening II targeting pod is managed by the Precision Attack System Program Office in the Warner Robins Air Logistics Center. The SPO provides worldwide acquisition and management for Air Force laser targeting systems including LANTIRN, LITENING II and Sniper.

Through the development office at Aeronautical Systems Center, Wright-Patterson AFB, Ohio, new targeting pods are procured and delivered to active duty, Air National Guard and Air Force Reserve Command as well as the United States Marine Corps and foreign allies.

In response to the Enduring Freedom and later Iraqi Freedom several quick reaction capability initiatives were undertaken including the installation of Litening II pods on the B-52 giving it the ability to autonomously deliver laser guided bombs for the first time without the need for other aircraft or ground personnel to designate the target.

30 years of service



U.S. Air Force photo by Sue Sapp
Center Commander Maj. Gen. Donald Wetekam surprises Steve Davis, Center executive director since 1994, with his 30-year service pin and certificate during a battle staff meeting April 24. Davis has spent 29 years at Robins and one year at the Air Force Material Command.



To see this story in streaming video, go to <http://www.robins.af.mil/pa/stream/index.htm>

Delivering on our commitments

**By Patricia R. Martin,
Deputy Director Electronic Warfare
Management Directorate**

The ultimate responsibility of every individual who works at Robins Air Force Base is “to defend the United States and protect its interests through aerospace power.” The words in quotations may not be part of your daily lexicon. Perhaps you’ve only heard them here and there. Hopefully, none of you are reading them for the first time.

The particular wording of the mission of the United States Air Force has changed many times since we became our own department in 1947.

Most recently, the word “space” or a derivation thereof has begun to appear. This change, just like the others before, is necessary in order for our Air Force to capitalize on new technological capabilities and maintain its dominant force.

However, one key element of the Air Force mission has never changed — defending the United States. No matter how many times the concept of operations changes to achieve that end, the heart of the statement remains the same.

So it is with everything else in the Air Force, from the aircraft we develop and support to the processes we implement to guide a multi-faceted work force within a very complex business, change is necessary for survival.

Therefore, change and adaptation to it, mustn’t be simple buzzwords, but rather a consistent commitment to improvement that is made by all.

If you searched for the 100 most prosperous companies in 1953 and then compared that list to a similar one for 2003, you’d find that only a handful of the originals have survived a mere 50 years.

However, the ones that did endure managed to do so through one core principle: reinvention — the ability to recognize the

need for change and the willingness to adapt to it. Companies within the private sector are motivated by the bottom line — financial profit.

Many contend the absence of such financial reward is what hinders needed change within the Department of Defense. Such critics view reward within the government coming only through expansion of responsibilities, number of employees managed, or the amount of dollars under one’s control.

This results in the increasing growth of government in terms of size, cost and bureaucratic policies that constrain innovation and flexibility within the federal sector. These critics also say the lack of competition in government drives inefficiency and waste. I say they’re dead wrong!

The Department of Defense’s bottom line is our Nation’s freedom and all the ideals and principles for which that freedom stands. Everyday, the motivation we have and the goal toward which we strive is the protection of human life — the survivability of the unselfish men and women who put their lives on the line so that we may enjoy that freedom.

There is no greater motivator. The naysayers who suggest the DoD has no competitors know little about war. No one reinvents like our enemies. They are continuously trying to gain the competitive edge through acquiring new capabilities or employing new tactics. Such is especially true within my own directorate of Electronic Warfare. EW is a game of cat and mouse. Every time the enemy improves its capability, we must be there with a superior counter improvement.

However, once we use the technique in wartime and “show our hand to the enemy” it’s only a matter of time before they develop a technique to counter it. It’s all about who can get there first with the improved

response; therefore, inefficiency and waste cannot be tolerated. The same is true for every organization on base. We owe our very best to the warfighter.

I’m very proud of what I see happening across this Center. The management focus on transforming the way we do business to reduce costs of operations and speed delivery to the customer is a TOP priority. You are responding with enthusiasm and great energy.

The creation of our home office directorates was a necessary step. They have developed long needed training courses and helped put discipline back into our processes.

Now we must continue applying Lean tools to ensure those processes are as efficient as possible. Our production and product teams have made

significant progress toward that end and are committed to the objective of continuous improvement.

We are also trying to build viable partnerships with industry — partnerships that will be beneficial to both the government and the private sector. It only makes sense that we use each other’s strengths to achieve our mutual objectives.

We are finally beginning to recognize the need to manage from an enterprise perspective. Exportation of common solutions across multiple platforms makes sense for many reasons — an important one being least-cost. PGMs were initially established for this very purpose but the processes and acquisition structure didn’t take advantage of their abilities.

Now, the Air Force is seeking our help and we must stand up and be heard. However, along with having a voice comes the willingness to be accountable. And if we get the chance, we must deliver on our commitments!

Many years ago I read about the manage-

ment philosophy of one of the greatest coaches in football, Vince Lombardi of the Green Bay Packers. I learned of his approach while reading the biography of Lee Iacocca, which was written after he brought Chrysler from the brink of bankruptcy to a multi-million dollar corporation. Mr. Iacocca attributes his success at Chrysler to a strict adherence to Coach Lombardi’s principles. I figured if it worked for them, I should give it a try as well. I’d like to share it with you. He said there are three key ingredients to any successful team.

One is talent. You must have a skilled and talented workforce to be successful. While we have large numbers of trainees within our workforce, we have put the resources and processes in place to allow them to become proficient and skilled at their jobs. Our journeyman employees are professionals and highly talented.

The second important factor in a successful team is discipline. Managers must set expectations, put processes and procedures in place to be followed, and hold themselves and their people accountable.

The third, priceless ingredient is caring and concern for each other. Vince Lombardi said that a single player never made a move on Sunday afternoon without fully understanding the impact of that move on the other 10 players.

We should conduct our business the same way. The interfaces between our internal IPTs, our directorate to home office teams, our management to production teams, our Robins AFB to WR-ALC teams, and our Center to community teams are significant.

Most of what we do impacts others. I challenge each of you to actively demonstrate concern for each other. We can be an all time winning team and more successful than any multi-million dollar corporation.

We have the skill, we have the discipline, and I think we genuinely care for one another. And as a result, all our efforts will be revisited upon us tenfold, because at the end of the day our bottom line is the preservation of freedom.



Martin



Col. Tom Smoot, Jr.
Commander,
78th Air Base Wing



Maj. Gen. Donald Wetekam
Commander,
Warner Robins
Air Logistics Center

Commanders’ Action Line

Action Line is an open door program for Robins Air Force Base personnel to ask questions, make suggestions or give kudos to make Robins a better place to work and live.

Please remember that the most efficient and effective way to resolve a problem or complaint is to directly contact the organization responsible. This gives the organization a chance to help you, as well as a chance to improve their processes. To contact the Action Line, call 926-2886 day or night, or for quickest response e-mail to one of the following addresses: If sending from a military e-mail system select, Robins

provide a direct response. Action Line items of general interest to the Robins community will be printed in the Rev-Up. Anonymous Action Lines will not be processed.

Robins needs more recycling education

I work at one of the tenant organizations on the base and our recycling program here is minimal. In addition, there is still general unawareness among colleagues about recycling. I am constantly removing aluminum cans and white paper out of trash cans.

I wonder if this observation is limited to the building where I work, or whether it is base-wide. When I think of the hundreds of aluminum cans in that trash just for one event, I wonder if we are doing absolutely everything that we can do here at Robins to promote a “green” environment.

Col. Smoot replies: Thank you for your interest in recycling. Actually, we do have a very strong recycling program in full compliance, and beyond, with the instructions you identified, i.e., AFI 32-7042 and 32-7080. In fact, the program has far surpassed the DoD/AF goal of diverting 40 percent of solid waste generated from landfill disposal by 2005. We have, for several years, consistently diverted more than 50 percent by reusing, recycling, and composting. Our Integrated Solid Waste Management Plan (ISWMP), as required by 32-7042, provides procedures for base organizations on how to properly dispose of waste — with a strong emphasis on source reduction and reuse as the first steps. A recycling working group, chaired by the Solid Waste Program Manager, Environmental Management Directorate, has representatives from base organizations including tenants. All host-tenant agreements have language that requires hosted units to participate in the recycling program. The Robins Pollution Prevention and Recycling Programs have been rec-

ognized as the best in DoD six times in the last eight years — the only DoD installation to have won more than once in these categories.

With that said, we recognize the mobile community at military installations and that training/awareness is a never-ending challenge at a large complex like Robins. The base sponsors several awareness events each year such as Earth Day, America Recycles Day, and publicizes through the Rev-Up. Environmental Management is always looking for informative recycling articles and would welcome a new perspective. Just forward your proposed article to the Solid Waste Program Manager for consideration. We are always looking for participants on the working group who are interested in promoting recycling in their organizations. For a copy of the ISWMP, to provide an article for publication, or to volunteer for the base recycling working group please contact the Integrated Solid Waste Program Manager at 926-1197 ext. 137.

Can people in uniform wear yellow ribbons?

I understand there are rules and regulations pertaining to the proper dress and appearance required of men and women in uniform, but I don’t see any harm in allowing people in uniform to wear a yellow ribbon to show support for our troops. After doing some research, I discovered the installation commander can make an exception to this rule which would allow military personnel to wear yellow ribbons for a limited amount of time. I know many of our service men and

women who have friends, loved ones and co-workers deployed overseas fighting for the just cause.

Col. Smoot replies: You are correct about the exception to policy regarding the prohibition of military personnel wearing decorative ribbons on their uniform. Although the installation commander may submit a request to the major command level for a ribbon to be worn on the uniform for a specific period of time, such a request is not pending at this time. We believe proudly wearing the same uniform of our deployed service members is an excellent expression of support. The community response to our deployed troops and their families has been truly heartwarming.

Our active duty military members have numerous ways to show support for these efforts and participate in the yellow ribbon campaign, besides actually wearing ribbons when not in uniform. One of these ways is to display yellow ribbons at their residence. Sandy Chadwick has collaborated with the Family Support Center to create beautiful yellow ribbon bouquets, which are available free of charge at the Family Support Center in Building 794. Call 926-1256. One ribbon per family is requested to ensure adequate supplies.

Another way active duty members can help the community support effort is by making donations to the Middle Georgia Military Affairs Committee partnership with local chambers of commerce. Cash or check (payable to MGMAC Morale and Welfare) donations can be dropped off at the Warner Robins or Macon Chambers of Commerce, the Museum of Aviation Gift Shop, and select Robins Federal Credit Union locations. Thank you for your strong support of our troops and their families left behind.



Published by The Warner Robins Daily Sun, a private firm in no way connected with the U.S. Air Force, under exclusive written contract with Robins Air Force Base, Ga., of the Air Force Materiel Command. This commercial enterprise Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the Robins Rev-Up are not necessarily the official views of or endorsed by, the U.S. government, the Department of Defense, or the Department of the Air Force.

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Editorial content is edited, prepared and provided by the Public Affairs Office at Robins Air Force Base, Georgia. All photographs are Air Force photographs unless otherwise indicated. News copy, photographs and art work should be sent to the Office of Public Affairs, Robins Air Force Base, Ga. 31098-1662, phone (478) 926-2137, no later than 4 p.m. four days before the publication date for that week. All news copy must be submitted on a diskette in a Microsoft Word format. The Rev-Up is published on Fridays, except when a holiday occurs during the middle or latter portions of the week. For advertising information, write: P.O. Box 6129, Warner Robins, Ga. 31095-6129, or phone the advertising department at (478) 923-6432.

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